



The United States Air Force Auxiliary
NORTH CAROLINA WING
CIVIL AIR PATROL



CAROLINA WINGSPAN

Colonel Larry J. Ragland

Wing Commander

November-December, 2005

Commander's Corner

I am very encouraged by all the activity I see and hear about in NC Wing. We had a great turn out at the MER SAR College. And, thanks to many of our own Wing members, the MER SAR was a great success. I hope you are also seeing a change around you in the serious nature of the training we must get to meet the missions ahead of us. As a Wing, we must come together quickly to prepare for the rigorous schedules ahead of us.

This doesn't just mean ES training. Training in this Wing must be turned up to an all time high pace to get our unit commanders, finance officers, administrators, and other key unit staff positions up to speed. Our cadets need more trained adults to help with their mission. As you can see in this issue, many of your fellow members are accepting the challenge. As volunteers, we each have our day jobs and families to consider. I am a believer in Family first and encourage each of you to keep your home fires burning bright. I am very proud of each and every member who gives so much of their time and energies to improving the performance of this Wing. A simple thank you is not enough, but I will offer it anyway.

It is very critical in the rebuilding months ahead to get each unit across the Wing more involved in this effort to revitalize this Wing. Talk to each other continuously. Explore our new Wing web site as it continues to develop. Attend the many training opportunities at the upcoming Wing Conference. Let the Wing staff help you to improve yourself and your unit. All of these efforts will return ten fold blessings with members who are more satisfied with their efforts because they can see the benefits of their training. As you look through this issue, think what you can do to help your unit improve. Our strength is in our working together. Together, we will make NC Wing the very best.

Keep up the good work, and I'll see you at the Wing Conference in November.

Colonel Larry J. Ragland, CAP

NCWG/CC 919-417-0021



HIGH BIRD ... Composite photograph by 1Lt. Don Penven, NC-048

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FINAL SALUTE ... Space will be provided in each issue of Carolina Wingspan to pay tribute to our Civil Air Patrol comrades who have moved on to a *higher plain*.

Please send details to the editor at: donpenven@nc.rr.com

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Articles for publication should be submitted to Lt. Penven at: donpenven@nc.rr.com. The preferred format for articles is to create them in MS Word, and then attach them to your Email. Photos should be submitted as attachments in JPEG or TIF format. Image size should be 1.2 to 2.0MB. Be certain to include a cutline for each photo identifying the subject(s).

Closing date for the next issue is 22 Dec 05.

Due to the Holidays, the next issue will not be published until after 1 Jan 05.

New Wing Administrator

I am pleased to announce the hiring of a new Wing Administrator in North Carolina CAP. Ms. Amaris Medlin has accepted an offer for employment and is slated to begin in her new role with NCWG beginning 15 November 2005. She will be a great addition to the administrative team at Wing Headquarters and I know you will help me in making her feel welcome. If her last name sounds familiar, it may be because many of you know her father, Chaplain Major Roger Medlin.

Hopefully, Ms. Medlin will be able to attend a portion of our Wing Conference in a few weeks and will get to meet the fine people of this Wing. On behalf of the Wing, I want to thank all those who applied for this position and to say that this Wing is blessed with so many capable people we can call upon. This marks a new time in NC Wing. I know each member joins me in looking forward to all the great things we will accomplish with Ms. Medlin's help.

Col. Larry J. Ragland, CAP
NCWG/CC 919-417-0021

NC Wing *Notams*

New Wing ES Training Officer

I am pleased to announce that 1st Lt Andy Wiggs, of the Cape Fear Squadron has agreed to serve as the Wing ES Training Officer. He has done an excellent job in executing and coordinating training in Group 3 over the last year and will undoubtedly bring his enthusiasm to the wing level. Welcome aboard Andy.

David E. Crawford, Lt. Col., CAP
Director of Emergency Services, North Carolina Wing

GPS updates

CAP NHQ is working a contract for GPS updates. To accomplish the updates, someone must have a card reader compatible with GPS data cards and Internet access. Please let me know if you have this capability and are willing to update your local aircraft.

Aircraft not near this capability will need to mail the card to one of our designated update persons for updates.

Plan calls for annual update for GX55s and 28 day updates for IFR GPSs. Please respond ASAP if you have the capability and are willing to assist.

Jon Johnson
MAJ. CAP, NCWGLG

Boone Comp. Sqdn. to host Phase 1

Boone Composite Squadron will be hosting a Phase 1 the weekend of 4,5, and 6 November. In-processing is 1300 hours on Friday the 4th and graduation ceremonies are scheduled for 1000 hours on the 6th. Please let your cadets know about this event, we certainly welcome those from all over the Wing! If you have interested members please e-mail sethnorris@bellsouth.net NLT 25 October.

Seth Norris, 1Lt, CAP, CC Boone Composite Squadron

Update Unit Alert Rosters

Unit Commanders:

Please ensure that you have updated your unit alert roster on the Paperless Wing, by logging in and selecting the "UNIT ALERT ROSTERS" link at the top of the main menu (right side). This information is very important for our alerting purposes, and is used regularly by ICs. If your unit's roster has not been updated, or is out of date, it may delay our ability to contact you in the event we have to alert you.

If your alert roster has not been updated in the last 90 days (or at all) its line in the list will be shown in red. If it has been updated more than 45 days ago but less than 90 days ago it will be shown in yellow, and if it has been updated in the last 45 days it will be shown in green. Please verify your roster and enter a comment if nothing has changed so that the dates will be updated.

Your attention to this matter will be appreciated.

David E. Crawford, Lt Col., CAP
Director of Emergency Services, North Carolina Wing

Yeager-Taker Update

Seniors may participate in the Aerospace Education Program for Senior Members (AEPSM) and earn the Charles E. 'Chuck' Yeager Aerospace Education Achievement Award (see CAPR 280-2)

The Yeager tests can be found at : <http://level2.cap.gov/index.cfm?nodeID=5536>.

Only one Yeager test is required for AEPSM completion and CAPC20 certificate generation.

- If the first one is not passed then the second one is taken.
- All seniors may continue to take both to test their knowledge , but only submit one to report the completion.

The current reporting process is to send an e-mail with the completed test certificated attached to :

Lt. Col. Lucy Davis ldavis@nccrimecontrol.org AND Major Harkness airhark@juno.com or mail to NC Win

NC Wing HQ

P.O. Box 2082

Burlington, NC 27216-2082

Emergency Services

Squadrons participate in multiple searches for emergency locator beacons

Cape Fear Composite Squadron hosted four other squadrons during a search and rescue exercise Sept. 24-25 at Wilmington International Airport. Cape Fear, Topsail, Johnston County, Fayetteville and Jacksonville Composite squadron members participated in both ground and air searches for numerous emergency locator transmitters across Pender and New Hanover counties.

Two Cessna 172's were flown in for the mission exercise named *Hurricane Beta*. "The main goal of this two-day event was to use the training our members have received during the last several months and put it to use in the air," said Operations Section Chief 1st Lt. Jonathan Wiggs with the Cape Fear Squadron.

The exercise was designed to train cadets and senior members in various areas of emergency services using aerial searches and land navigation skills. Pilots and observers tested flying and observation skills to track distress beacons while teams on the ground used map reading, direction finding equipment and radio communications.

"The day went very well and we learned a lot. We also got a lot of training done," said Lt. Col. Jerry West, Cape Fear squadron commander.

The first mission involved an aircrew searching for a signal along the Cape Fear River near Carolina Beach. The aircrew consisted of SM Michael Hall serving as mission pilot, Capt. Chuck Bowers as observer and 1st Lt. Glenn Drew as scanner.

As a result of this mission, SM Hall and 1st Lt. Glenn Bailey completed their training for mission pilot and are waiting for a check-ride in order to receive their wings. Later air missions also qualified Capt. Mark Venters as a scanner, Capt. Homer Ledbetter as a scanner, and Lieutenant Wiggs as an observer.

Another mission led an Urban Direction Finding Team into Stag Air Park in Burgaw, N.C., where an ELT was found, reported and deactivated. The team consisted of the following Topsail and Cape Fear squadron members: Cadets Staff Sgt. Kenneth Chavarria, Airmen 1st Class McKenzie Conoly and Noah Hoffer, Airman Sarah Westbrook, and Airman 1st Class Victor Westbrook who made the "find" under the supervision of 1st Lt. Anthony Blair.

After the team's return, Maj. Brian Buczkowski with the Johnson County squadron debriefed the members on their experiences and training. Major Buczkowski served as Ground Branch Director for the exercise

The final mission of the day was led by another UDF team to Fort Fisher where a beacon was found in the vicinity of the Southport-Fort Fisher ferry. It took the team approximately 90 minutes to make the "find" and deactivate it.

This team consisted of the following Topsail and Cape Fear squadron members: Cadets Maj. Melissa Harrison, Chief Master Sgt. Paul Brewster, Staff Sgts. Nathaniel Hertzog, Bryan Rojas and Chavarria; and senior members Maj. Donald Dyer, and 2nd Lts. Victoria Rojas and Pilar Chavarria.

Day two of the training included the activation of three ELT's at once, simulating a disaster situation. Three UDF teams used latitude and longitude information given during a "briefing" to narrow down the area to search and were dispatched to locate them at the Wilmington International Airport. Two teams searched by foot and located each device, turning off all signals.

All team members earned credit for a mission toward their UDF rating

2Lt. Elizabeth Butrim, Assistant PAO
Cape Fear Composite Squadron

Emergency Services continued...

Mission Codes

I have noticed a lot of pilots/commanders/crew members scheduling aircraft using improper mission codes. Please reference CAPR 60-1 if you have a doubt as to which mission code you should be using.

Also, the majority of Mission Pilots (myself included) are not fully utilizing the B-12 mission code. This mission code authorizes qualified mission pilots to conduct proficiency flights using one of the profiles outlined in CAPR 60-1 and be covered under Air Force insurance while doing it. It is also available when conducting mission aircrew training. The only limitation is that a single pilot may only fly 4 hours per month under this code.

There is a lot of C-17 proficiency flying going on by mission pilots when they could be flying B-12. All they have to do is tell their FRO that it will be a B-12 flight and which profile they will fly. If you look at the profiles there is nothing in there that you should not be doing if you are out on a proficiency flight anyway so why not fly it as a B-12. There is even a cross county profile.

Jason J. O'Brien, Capt, CAP
Chief, Stan/Eval

“People are always talking about the weather, but no one does anything about it.”

The weekend of October 15-16 brought with it some of the best weather we could ever hope for: cloudless skies, cool temperatures and excellent visibility. It was the kind of weekend us private pilots, without an instrument rating, dream about, hope for, anticipate as we plod along through the Southern haze of Summer.

I overheard several folks talking about the weather at the MER-SAR College. Many attributed the success of this program to two days of perfect weather. Well, I was there too, and the weather only played a very small part in it. Truth is that the college was successful because of the people who attended it. Well over 250 CAP members, some traveling over 200 miles and more, made this college the best one ever. Truth is that the leadership who worked their butts off right up until the last member drove out through the Ft. Pickett gate—they made it all happen, and happen in a safe, successful fashion.

This event would have been successful even if it had rained all weekend because Jay Langley and David Crawford made it all come together. These gentlemen put together a staff dedicated to making it all work. Sure, we know how many sorties were flown or sent off on the ground into the woods. We know how many students attended how many classes for how many hours. But what we won't hear about are the countless hours spent in planning, organizing, cajoling, writing lesson plans and implementing the entire affair. And all of this was accomplished as a result of the dedication, determination and leadership of the Middle East Region Commander, Col. Charlie Glass.

So next time you happen to see Col. Glass, Lt. Col. Jay Langley, College Director and Lt. Col. David Crawford, Incident Commander, give each a snappy salute ... and then shake their hand.

1st. Lt. Don Penven

Incident Commanders Needed

North Carolina Wing is in need of additional Incident Commanders to handle our ever increasing operational tempo and mission load. We are working on publishing a road map which will identify the steps necessary to negotiate the path through the senior mission functions (AOBD, GBD, PSC, OSC) to the Incident Commander Track. In the meantime, those individuals who are currently qualified as Operations Section Chiefs (prereq: must be qualified as Planning Section Chief), who are interested in entering the Incident Commander Track, should review the Mission Base Staff task guides on the National Emergency Services Curriculum site at:

http://level2.cap.gov/visitors/programs/operations/emergency_services/emergency_services_curriculum.cfm, and contact me to self-identify as a candidate.

Please keep in mind that being a CAP Incident Commander requires a great deal of dedication and effort, and taking on the heavy responsibility of executing a mission in the safest manner possible, while diligently documenting the execution of the mission in accordance with CAP regulations. It is not a position to be entered into lightly, nor should it be perceived as a “trophy position”. The decisions made by an IC can have life or death impact, both on those being searched for/assisted, and for the crews responding to the mission.

The list of self-identified candidates will be presented to Col Ragland who must authorize each person to become an IC trainee. Please only contact me at this time if you are a current, qualified Operations Section Chief and are interested in becoming an Incident Commander.

There will be an Incident Commander update presentation at Wing HQ on November 19 for current ICs and those who wish to requalify. The IC update will be followed by a 4 hour block of instruction on “Introduction to CAP Incident Command” for those interested in becoming an IC (preference given to currently qualified OSC/PSC/AOBD/GBD – but open to all interested members). This will be a combination of PowerPoint presentations and table top exercises. Additional classroom and “real world” experience will be conducted throughout the year – see the soon-to-be published Wing Calendar for dates and locations.

More information will be published as we move forward in the training year.

Thank you for your continuing efforts in Emergency Services response.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing
Deputy Commander, Piedmont Group, North Carolina Wing
Member, Advanced Technology Group
Member, National Information Technology Group
email: dcrawford@ncwg.cap.gov
web: www.ncwg.cap.gov



2005 Mission Statistics

Mission Type	# of Missions	# of Members	# of Aircraft	# of Sorties	# of Hours
DR	8	70	8	12	26.6
HLS	9	13	6	28	49.6
SAR	64	359	29	25	54.6

Members Participating in 10 or more SAR/DR Missions - Does Not Include HLS Missions

Name	Grade	Unit	Missions
Crawford, David E	Lt Col	NC-001	42
Willis, Jeffrey T	Lt Col	NC-001	36
Surratt, Weenis E	Lt Col	NC-001	14
Eldredge, Frederick R	Maj	NC-140	12
Johnson, Jonathan M	Maj	NC-022	11

CAP Safety Day



To help us start the new fiscal year in the right direction, MGen Pineda is directing every commander to have a CAP Safety Day sometime during the month of October. He is letting the commander pick the day to maximize flexibility and attendance. Notice, it's not called a "down day." Flying is not only permitted, it's encouraged. If we're having trouble with landings, it makes sense to practice them. You, the members of Civil Air Patrol, should be congratulated for all your efforts in reducing Civil Air Patrol accidents this year. Compared to last year, we cut the number in half! Now that we're on a roll, we need to keep it going. Why have a Safety Day? There are several reasons. As busy as we've been lately with Hurricane disaster relief, we need to take the time to:

Pause and look at how we conduct business - What is your attitude toward risk? Does the unit exhibit a healthy organizational culture? Does the unit train effectively? Do members interact effectively?

Review past problem areas (trends) - You remember the old adage – "Those that ignore the lessons of history are doomed to repeat them in the future."

Learn how to manage risk - Formally for CAP activities and informally in our personal lives.

Conduct a pre-emptive strike on future mishaps - This is an opportunity for us to be proactive in mishap prevention, rather than reactive.

A presentation was developed that will not only help you get organized, but also provides slides on statistics, accidents, trends, organizational culture, risk management and numerous other topics that may fit into your Safety Day plans. A CD containing this presentation was given to all National Conference attendees and can also be found on the web at: http://level2.cap.gov/documents/Preparing_For_CAP_National_Safety_Day.ppt

The information presented that day should cover the full spectrum of CAP activities; seniors to cadets, aviation, driving, ground teams, etc. Tailoring the presentations to the season, as well as local risks and activities is highly encouraged. Let's cut the accidents in half again this year!

From: [The Sentinel October 2005](#) — Civil Air Patrol's Safety Newsletter —

Charles W. Cranford, Maj, CAP
MER Assistant Director of Safety

MER Safety Blitz Concept of Operations

PURPOSE: Promote the “Safety Culture” throughout the Middle East Region

TIME FRAME: November 2005, May 2006. Each MER Unit (Squadron, Wing) will select the week (7 days) that best meets their schedule to conduct the blitz, and submit it to Maj Cranford (ccranford@mer.cap.gov) by 14 October 2005 for posting on the MER Safety Website.

SAFETY BLITZ: Dedicated one week period of time during which each Unit will review their wing’s safety record for FY05 and that of the MER, focus on safety issues, mishap prevention, safety education, and correcting potential safety related hazards, and brief safety issues in anticipation of the change of seasons with emphasis on the special challenges of seasonal operations.

STRUCTURE: The Safety Blitz has a minimum set of mandatory tasks to be accomplished by each Unit, and a large degree of flexibility in optional components.

Mandatory Tasks

1. Each Wing will accomplish their Annual Wing Safety Survey and correct any issues.
2. All Squadrons and Wings will define/update their safety goals and objectives for FY06 and ensure that any pending CAPF 78/79 submittals are completed, if possible.
3. All Squadrons and Wings will document the total number of senior and cadet participants by Squadron during the Safety Blitz. Participation by Wing staff at the Squadron level will be either included with the Squadron metrics or separately for the Wing but not counted twice.
4. Each Wing will complete any pending quarterly safety reports for FY05.
5. Each Safety Blitz will include a **Safety Down Day** during which each Squadron and Wing will focus on safety education and mishap prevention. Each Unit is to select the specific items covered and approach used, but generally consistent with the following topic areas.
 - a. Review the wing’s safety record for FY05. Discuss from an Operational Risk Management perspective and identify what controls could have been put in place to avoid or minimize the impact of each mishap. Ideas and action plans for improvement during FY06 should be defined as appropriate.
 - b. Review the MER safety record for FY05, based on materials to be provided by MER/SE. Discuss from an Operational Risk Management perspective and identify what controls could have been put in place to avoid or minimize the impact of each mishap. Ideas and action plans for improvement during FY06 should be defined as appropriate.
 - c. Each Unit is responsible for their source material to conduct safety education that must cover each of the areas below that apply to their operations. The MER Safety Website includes a significant amount of source material to draw from.
 - Ground & Vehicle Operations
 - Aircraft Operations
 - Personal Safety (e.g., at home, traveling to/from CAP meeting, etc)
 - Meetings and activities, including facilities used
 - d. Conduct Operational Risk Management Training for the Unit that covers:
 - How to **identify risks**
 - How to **assess risk**
 - Probability of occurrence
 - Impact of occurrence
 - How to **mitigate risks**
 - Alternate strategies and plans
 - Specific prevention actions
 - How to **mitigate occurrence**
 - Contingency plans and actions
 - **ORM application to seasonal CAP activities** for the coming 6 months. This includes briefing and discussing the anticipated special challenges of winter operations during the November Safety Blitz and summer operations during the May Safety Blitz. The topics will include applying ORM to:
 - **Flight Management**
 - **Vehicle operations**
 - Cadet Activities
 - Facilities Concerns



Continued on next page...



REPORTING

1. Each Wing will submit a report via e-mail to MER/SE not later than 15 December 2005 of the last Squadron's Safety Blitz and consisting of the following items accomplished during the Safety Blitz:
 - a. Annual Wing Safety Survey.
 - b. Wing's FY06 safety goals and objectives.
 - c. Total number of Safety Blitz participants across the Wing.
 - d. FY05 Wing quarterly safety reports not yet submitted to MER/SE.
2. For the Safety Down Day, each Wing will summarize how the required items were covered by the Squadrons, and submit the results via e-mail to MER/SE not later than 23 Dec '05.
3. Based on these reports the **Wing with the best Safety Blitz implementation will be awarded a substantive safety budget** by MER/SE to continue enhancing the safety of their operations during FY 2006.

Optional (suggested) Components

- **Gnarly Hazard Scavenger Hunt:** The Safety Blitz could start for each Unit with a scavenger hunt, led and conducted ONLY by the cadets of the Unit, although senior members are encouraged to participate in a support capacity.
 - The purpose of the hunt is to find, document (with pictures and/or text) any and every safety hazard within the Unit's environment across cadet, senior, and combined operations, to include meeting facilities, ground vehicles and support gear, and airplanes.
 - Each Unit should review findings, fixes implemented, and recommendations made, and develop action plans to eliminate or minimize safety hazards that could not be fixed during the Safety Blitz.
 - During the rest of the week the cadets may continue the safety hunt as time permits, but should focus their attention on fixing those safety problems found that can be easily fixed, and developing recommended solutions for those that require more time, resources, and/or senior involvement to implement.
- **Safety Tales Contribution:** Each Unit should consider submitting a Safety Tale for incorporation into the MER Safety Tales Program and display on the MER Safety Website.
 - This could ideally be based on any aspect of the Safety Blitz or the entire process.
 - The narrative should follow the format of: this is what we found; this is what the hazard is or why this issue is important; this is what we did about it; and these are the results of our actions.
 - Each Safety Tale should be submitted to Maj Cranford (ccranford@mer.cap.gov) so he can post them on the MER Safety Website.
- **Other "Local Option" training TBD by Unit CC and SE**

Submitted by: 1Lt. Dan McCollum, NCWing Safety Officer

Say again, please!

(Be careful what you say, someone might be listening.) Several months ago, while assigned to the Tracon, an incident occurred that still causes great laughter throughout the tower. It was a busy arrival session, one controller was working four VHF frequencies — including approaches into a satellite airport and two UHF frequencies. After sending numerous transmissions of, "Blocked!" (by some unknown aircraft chiming in at the wrong time) the controller finally screamed, "Darn it! Every time I key up, some idiot starts talking!" The entire room busted out laughing and, surprisingly, the controller did not get the humor, which only made it that much more funny for the rest of us!

Heard on the Ellington Field ATIS on Christmas Eve.: "... on initial contact advise you have Ellington information Rudolph."

Plan now to attend the AE seminars at NC Wing Conference !

AEROSPACE EDUCATION - The Aerospace Education Seminars will be the place you will hear the latest news and training on the NC Wings Internal & External AE program . Beam aboard and promote AE in your Unit, Group and community by obtaining the knowledge necessary to fulfill Civil Air Patrol's charter objective, the Aerospace Education mission .

Session 1 : Aerospace Education Member :

Reach out to the public & home school teachers in your area with the CAP story and material to promote Aerospace education in the classroom.

- *The External AE program:* Topics on how to recruit AEM members and conduct teacher workshops.
- An overview of the AEM Fly-a-teacher program and how to plan/conduct an AEM Orientation Flight.

Session 2 :Aerospace Education in the Unit:

Presentations on of how your unit can experience immediate success promoting AE in the unit and in the community .

- *The Internal AE program :Presenter : Capt Dan Wishnietsky.* How to integrate the CAP resources and programs to increase cadet knowledge , experience and to assist them in progression through the CAP program.
- *Cadet Orientation rides* :Short discussion on how to plan and conduct cadet orides in your Squadron

Be attentive to any late breaking AE Alerts concerning a special AE experience!

Remember AE begins with you .

RW Harkness,Maj,CAP
NC Wing DAE

I want to re-emphasize Mr. Richard Harkness' email encouraging the attendance to the Aero Space Education Seminars at our Wing Conference in Clemmons, NC on 11 and 12 November. From the Cadet Programs side of the house I could not agree more with his views concerning home and public school teachers' involvement with AE.

The teachers are in DAILY contact with our cadets and other students and they can have very positive influences on the youth that we need to continue to grow CAP here and all across the Wing and Nation!

The External AE Program is one that we MUST continue to grow and support every day. We just do not know what impact we can have on future USAF officer or airman, or future astronaut candidates. We have a great opportunity to influence the future of our Nation. Let us do just that through our AE programs of CAP!

I hope you will register for the conference and attend! I hope you will also bring some teachers to the conference to see what



NC Wing Conference Schedule

The Village Inn and Conference Center
Clemmons, North Carolina
11 - 13 November 2005

FRIDAY, 11 NOVEMBER *(CASUAL DRESS)*

3:00 PM - 7:00 PM	REGISTRATION
8:00 PM - 11:00 PM	COMMANDER'S SOCIAL
8:00 PM - 11:00 PM	DDR ACTIVITIES (CADET & SENIOR)
7:00 PM - 12:00 PM	CADET SOCIAL

SATURDAY, 13 NOVEMBER - GENERAL ASSEMBLY *(AF BLUE SHIRT WITH TIE LONG OR SHORT SLEEVE, AVIATOR WHITE SHIRT WITH TIE LONG OR SHORT SLEEVE OR APPROPRIATE CIVILIAN ATTIRE)*

6:00 AM	ANNUAL FITNESS WALK
7:30 AM - 8:00 AM	REGISTRATION
8:00 AM - 10:00 NOON	GENERAL ASSEMBLY
10:00 AM - 10:30 AM	BREAK
10:30 AM - 12:00 NOON	AWARDS

(There will be additional award presentations given during the banquet)

12:00 - 1:30	LUNCH
1:30 - 5:00 PM	SEMINARS

SATURDAY, 12 NOVEMBER - BANQUET *(MESS DRESS OR APPROPRIATE CIVILIAN ATTIRE)*



SUNDAY, 13 NOVEMBER

CHECKOUTS & GOODBYES

2005 WING CONFERENCE SEMINARS

CISM Crises Incident Stress Management – Chaplain Roger Medlin

SESSION I - The CISM process is designed to mitigate the psychological impact of a traumatic event. The CISM Seminar will consist of an overview of the CISM program. We will discuss the need for Crisis intervention, and how to manage stress. The effects of prolonged stress, without the proper intervention and a review of the effects of CISM and its seven core components and how it serves Civil Air Patrol's ES members is offered.

SESSION II - This seminar will be open to everyone and will be particularly helpful to husbands and wives. The aim of the MBTI is to identify, from self-report of easily recognized reactions, the basic preferences of people in regard to perception and judgment. It will help ones' marriage, ministry, and leadership responsibilities in CAP. An understanding of your type can help you deal with the problems and people in your life.

COMMUNICATIONS- Lt Col Stan Ingram

We'll discuss where we need to go and where we would like to head in communications in North Carolina, and CAP in general. This does count as a wing wide communications meeting as required in Communications tracks.

Emergency Services – Lt Col Dave Crawford

I plan on having a wing ES Seminar dealing with general purpose ES issues. Matt Restivo and Rich Netherby will provide valuable insight on the paperwork involved. Lt Col Harper will provide an overview of how the state processes mission requests; from the initial request for support through the reimbursement for mission expenses.

Aerospace Education – Maj Richard Harkness

Session 1 : Aerospace Education Member :

Reach out to the public & home school teachers in your area with the CAP story and material to promote Aerospace education in the classroom.

Part a: Will focus on recruiting AEM members and conducting teacher workshops

Part b: Will brief the AEM Fly-a-teacher program and show how to plan/conduct an AEM Orientation Flight.

Session 2 :Aerospace Education in the Unit:

Overview of the AE specialty and how your unit can experience immediate success promoting AE in the unit and in the community .

Part a : Presenter : Capt Dan Wishnietsky

The Internal AE program : How to integrate the CAP resources and programs to increase cadet knowledge , experience and to assist them in progression through the CAP program.

Part b: Cadet orientation rides : How to plan and conduct cadet orides in your Squadron.

Operations – Tom Speer - Aircraft and Ground Team Tracking Capabilities”

Intergraph Corp. (Geospatial Solutions Group). Tom is also a captain and mission pilot with CAP North Carolina Wing. This session will provide an overview of various satellite location-based solutions currently being provided for the military and intelligence communities by CAP corporate partner Intergraph Corp. A review of related technologies, projects, and clients will give an overall perspective on the versatility and power of these solutions and how they may be utilized in the future by CAP and a wide range of federal agencies. Mission-specific applications will be included for vehicle and mobile asset tracking and aircraft data management. See how this information can flow in real-time between ground and aircraft for mission planning and decision making.

SAFETY – 1ST Lt Dan McCollum - The topic will be Operational Risk Management for CAP missions. The presentation will include the following risk management elements: The aircraft and it's role in the mission and associated risk elements; the environment including weather, terrain, and time of day and their roles in the mission and associated risk elements; the situation that the mission entails including the interaction between all risk elements; the operation to be conducted, whether training or real missions and the associated risk elements; the personnel involved in the mission and their roles and associated risks.

...Seminars continued

Finance – Lt Col Eric Grant

Information on the new computerized accounting system for units below wing level. Nat HQ will be furnishing Quick Books software for each unit below wing level and the seminar will address this new reporting system. The seminar should not last over 45 minutes and we may need to present it twice if space permits.

IG/LEGAL – Lt Col Keith Hodgin/Capt John Maxfield

I guess the correct buzz words would be: Around the best kept secret in CAP, and what the IG can do for members and commanders. I look at the IG program and see my job as keeping the commander out of jail. Kind of crude, but it's getting answers to questions about regulations and making sure they are followed. Protecting the members rights and making sure they are covered by insurance if something does happen when we put our life and money on the line.

PUBLIC AFFAIRS - Don Penven, 1Lt-NC-048, Deputy PAO

Creating a Unit Newsletter - Stressing the need for more and better communications on all levels of CAP activity. Scope, construction and mechanics of a newsletter copy creation and more on How to Get Started with your own Unit newsletter. Review of photo and text editing software.

FUND RAISING / GRANTS – Capt Paul Meade , Lt Col Aaron Harper

There will be a presentation on the do's and don'ts of fund raising; what works and what doesn't. It will provide information on how to obtain approval for fund raising activities, how to organize an activity, and how to follow up with certificates of appreciation. There will also be some examples of successful fund raising events, and an interactive discussion and sharing best practices session.

CADET PROGRAMS - 1st Lt Eileen Kong

Cadet program management for senior members. Topics covered: this course is intended to give squadron personnel who work with cadets the basic foundation to run a successful cadet program. Things such as cadet program tracking and paperwork, application procedures for NCSA, encampments, CPFT procedures, staff duty analysis, and leadership training are some of the topics to be covered in this seminar.

Personnel & Professional Development - Maj. Steve Bagby & Lt Col Tom Weber –

Do you know how to advance to Lt. Col. in the Professional Development program? Come and see a general overview of the program. — Come also and see the proper way to submit e-forms and other personnel actions.

PROBLEM SOLVING SKILLS – Lt Col Aaron Harper

A hands-on, multi-media approach to problem-solving and team work.



Scene from SAR MER College. For more photos from Ft. Pickett, turn to page 19.

Fayetteville Composite Squadron

Civil Air Patrol

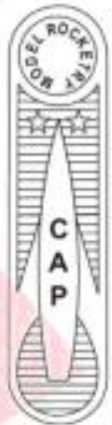
Presents



Operation Rocketeer II

Winning Categories

- ✓ Best in Show
- ✓ Highest Altitude
- ✓ Availability to Carry Payload
- ✓ Ability to Recover



✓ **Who:** Open to all CAP Cadets

✓ **When:** Saturday, October 22, 2005
8:45 am for Cadet participants
9:00 am for spectators

✓ **Where:** XMII ABN Corps Parade Field, Fort Bragg, North Carolina

✓ **Directions:** Enter Randolph Street Gate from Bragg Blvd., and proceed straight on Randolph to Iron Mike statue. Go around statue to Dragonway which leads to parade ground.

✓ **Contacts:**

2nd Lt Dave Rothman at 910-391-9986/ email: djrothman@hotmail.com
or MAJ Bauer at 910-391-7706/email: joshua.bauer@us.army.mil

Operation Rocketeer II

GROUP 1

The Rowan Composite Squadron is proud to be the host for the upcoming Operation Rocketeer II. The event will be held on the weekend of 28th, 29th, and 30th of October 2005 At the US Army Flight base and Armory located at the Rowan County Air Port Salisbury N.C.

The event will begin on Friday afternoon and night with Several ground Emergency services (ES) programs. There will be ground team leaders and evaluators present in case some one needs something signed off. If you have equipment, Please bring it with you.. If not, there will be something for beginners and everyone. If there is enough interest, The ES programs and training will continue on Sunday. Sign in will be from 17:00 to 19:00 hours Friday afternoon.

The rocket program will be held on Saturday the 29th. Three (3) Launch sites will be set up. Bring your titan phase rockets, We will have the engines and other equipment on site. Sign in will be 08:00 to 08:45 hours and the agenda and the rules and regulations for the competition are the ones that was sent out by the DAE, Maj. Harkness. A copy will be available at sign in if you need one.

Overnight billeting is available in the drill hall- hanger of the Armory. Bring your sleeping bags.

If you have a camper, There is plenty of room in the parking lot for parking.

The EAA will serve breakfast Sunday morning, (pancakes, eggs, bacon, etc.)The cost \$ 3.00 per person

We need volunteers from the Group for all positions. Please advise what you are available for.

We need to know how many people are going to attend and from what Squadron. Please send E-mail. (Cadets and Senior Members listed separately)

James P. Williams- Capt.—POC

JPBTW@aol.com

704-633-9118

Rocket Shoot-Off At Cherry Point

GROUP 3

Well the Marines have come through and the Group 3 Rocket Shoot off is scheduled for the 19th of November 2005.

We will have billeting on Friday night as required. We will follow up more via CAPNC Email.

Contact:

Capt. Linwood Dabney, CAP

Cunningham Field Composite Sqdn.



Cadet Garcia Receives Mitchell Award

Charlotte, NC

Cadet Emily Garcia of the 111th Search and Rescue Squadron was promoted to 2nd Lieutenant on October 20, 2005.

Cadet Garcia joined CAP in 2003 and was named Squadron Cadet of the Year for 2004. She has previously served as First Sergeant, Flight Sergeant and Color Guard Commander. She was also a flight sergeant for the 2005 NC Wing Encampment. Cadet Garcia is currently the Cadet Deputy Commander of the 111th.

In addition to her CAP involvement, Cadet Garcia is active in the Air Force ROTC unit at North Mecklenburg High School, where she is a sophomore.

C. Brandon Parks, Capt NC-111



CAP Members Attend USAF Recruiter's Dinner

Charlotte, NC -

Captain C. Brandon Parks and Cadet Captain Chrishon McManus of the 111th Search and Rescue Squadron recently attended a USAF recruiters' dinner where they met Lt. General Larsen, the current vice-commander of Air Education and Training Command (AETC) and Brigadier General Charles W. Collier, Jr., Chief of Staff for the NC Air National Guard.

The dinner took place at Lowe's Motor Speedway on September 28, 2005. An invitation to the event was extended by Gregory Lyles, an Air Force recruiter who is also a member of the 111th squadron and the parent of a cadet.

C. Brandon Parks, Capt NC-111



C/Capt. McManus and LtGen Larsen



Capt. Parks, C/Capt. McManus, BGen. Collier

Late, breaking news: Raleigh-Wake Cadet earns Form 5

C/2Lt. Derek Herchko, Cadet Commander for NC-048, completed his Form 5 Flight Check ride on October 31. He earned his Private Pilot's license early last summer. Cadet Herchko, 18, is an honor student at Wakefield High School, near Raleigh. He recently attended the US Air Force Academy Summer Seminar.

A current Wing records indicates that Cadet Herchko is the only cadet currently holding a Form 5 in the NC Wing. According to check pilot, Capt. Sal Tripoli, Vice Commander, for NC-048, a Form 5 checkflight is very similar to the practical flight test administered by the FAA for a Private Pilot's rating. At this writing, the NC Wing has 87 pilots with a current Form 5.

Cadet Leadership School

Cadet Leadership School (CLS) will be December 2-4 2005. Yes, it will end on Sunday due to request of the Cadets. C/Lt Col Eng will be the Cadet Commander for the School. He has set the date of October 28th 2005 to send in your resume for cadet staff for the school. The following positions are open: Flight Commander, Flight Sergeant, First Sergeant, and other Executive Staff.

How to Apply

E-mail Capt Parks at pilotparks@hotmail.com with your name, grade, t-shirt size, and social security number for the military orders by the 28th of November 2005. You will need to bring a CAPF 31 with you to the School.

Staff applications are due 28th of October 2005. When you e-mail Capt Parks you will also need to send in your resume if you would like to be on staff.

For more information about the School you can go to the North Carolina Wing Web Site www.ncwg.cap.gov

C. Brandon Parks, Capt, CAP

Assistant Director of Cadet Programs, NC001

MIDDLE EAST REGION CADET SCHOOL

LOCATION: SEYMOUR JOHNSON AFB, NC

25-30 June 2006

Registration Dates: 1 January to 1 June 2006

(Applications will NOT be accepted after 1 June 2006!)

Fee: \$100.00 per Cadet Make checks payable to
MERCLS

(This covers ALL expenses EXCEPT MEALS)

Total Slots Available: 25 ONLY

(Cadets will be notified if accepted)

Requirements:

1. At least 14 years of age
2. At least 1 past encampment
3. Rank of C/SSgt or higher
4. Recommended by Squadron Commander
5. A DEDICATED attitude!!

Contacts Lt Col Wes Surratt, Director, MERCLS wes.surratt@gmail.com

SM Rebekah Fulton, Administrative, MERCLS kitbonner@juno.com

ALL applications and checks are to be sent to: Checks must be attached to CAPF31

Lt Col Wes Surratt, Director, MERCLS

704 Frontier Lane

New Bern, NC 28562

E-Mail: wes.surratt@gmail.com

Cadet Programs For The Coming Year

Cadet Conference

11-13 November 2005

1st Lt Kong

Color Guard Training Day

26 November 2005

1st Lt Kong

Cadet Leadership School

2-3 December 2005

Capt Parks

Cadet Advisory Council

10 December 2005

C/Lt Col Eng

Review Boards for National Cadet Special Activities

14 January 2006

1st Lt Kong

Wing Cadet Training

10-12 February 2006

Capt Parks

Wing Cadet Competition

3-4 March 2006

1st Lt Kong

Wing Cadet Training

31 March- 2 April 2006

Capt Parks

Outdoor Leadership Retreat

5-7 May 2006

1st Lt Kong

Encampment

17-24 June 2006

TBA

Wing Cadet Training

4-6 August 2006

Capt Parks

Leadership School

1-3 September 2006

1st Lt Kong

Wing Cadet Training

6-8 October 2006

Capt Parks

Cadet Conference

TBA

Wing Cadet Training

1-3 December 2006

Capt Parks

Annual Public Safety Day in Butner, NC

North Carolina Wing's Piedmont Group (2) was represented at the Sixth Annual Public Safety Day in Butner, NC on 1 Oct. Members of Franklin County Composite Squadron and Chapel Hill Composite Squadron displayed their CAP vans, ELT direction finding equipment, recruiting videos and other CAP information. The cadets from Franklin County Composite Squadron demonstrated the direction finding equipment and provided information to young people who visited the CAP booth. At least one adult is likely to become a new senior member thanks to the information provided by Lt Col Ken Menzie from Chapel Hill Composite Squadron and Lt Col Roy Douglass, Group 2 Commander.

The Piedmont Group's representation at the Butner Safety Day was due to the recruiting and follow up of the Project Officer, Capt Matt Mickelson, a member of Franklin Country Composite Squadron. The group anticipates fielding many more squadron representatives for the Butner Safety Day in 2006.

Major Norman Noah, Jr. Public Affairs Officer

Notes from MER-SAR College



Airboss



Blackstone Base



I want to congratulate Lt Col Crawford and his staff on an excellent training weekend at Fort Pickett. The Air Force should be very pleased with the safe manner in which the money was spent to improve the capabilities of our membership. It was also an excellent demonstration of the great cooperation among all the wings in MER, showing that we can all work together for the common good and as a common trained force multiplier. I am sure the Region Commander was also pleased with your efforts. Great job and keep up the good work. TRAIN. TRAIN. TRAIN.

Semper Vigilans,

Colonel Larry J. Ragland, CAP

NCWG/CC 919-417-0021



Flightline trainee marshalls aircraft



GA8 Airvan Panel



Lt. Col. David Crawford, Mission IC - Lt. Col. Jay Langley, College Director

MER-SAR Highlights



Logistics Chief Capt. Dion Viventi

MER-SAR Recap

The 2005 edition of Middle East Region SAR College is in the books. Over 260 members from every wing in the region participated in one of the largest SAR Colleges in recent memory. 47 members of North Carolina Wing registered to participate, and 46 actually signed in. Several members of North Carolina Wing played key roles in the execution of MER-SAR 2005. I would like to thank the following members (and former members) of the North Carolina Wing for their outstanding efforts and contributions that made MER-SAR 2005 a success.

Captain Dion Viventi - Logistics Section Chief. Taking over at the last minute, Dion managed the coordination and processing of billeting for the 260 participants, coordinated and managed the “Pickett Bus Fleet” of CAP vans providing transportation, and handled the coordination of demobilization and cleanup and turn in of 1 mess hall, 3 barracks, 4 classrooms, 1 admin building and over 150 VOQ rooms. His efforts were critical to the success of MER-SAR 2005. Great Job Dion!

The crack MIO team of Capt John Maxfield and 1st Lt Don Penven – who visited every training area interviewing members and taking action photos - and published the first on site newsletter in the history of MER SAR - distributed Sunday morning at breakfast.. Don Penven got the opportunity to get a sortie in the GA-8 airvan and took some overhead photos of the operations at Ft Pickett. Their pre-college press releases resulted in one media interview (WPTF-AM Raleigh). They also assisted greatly with administration and check-in and general logistics. *(Editors Note: The news staff at WPTF ran spots throughout the weekend, up through Monday morning.)*

1st Lt Andy Wiggs and Major David Fitchitt were the senior instructors for Ground Team Leaders and Ground Team Members, respectively, providing instruction to over 75 students who spent the weekend in the field.

Chaplain (Maj) Roger Medlin who was the CISM coordinator and worked diligently to make the CISM class a success.

1st Lt Jonn Reynolds, who assisted as a G1000 Glass-cockpit instructor, bringing his real world experience into the classroom to broaden the student’s perspective.

Col Larry Ragland, served as one of the briefers/debriefers for the air operations courses.

Lt Col Jay Langley served as the College Director, and Capt Tracie Langley was the head chef - providing 5 meals including Eastern NC Style BBQ and other delicacies to the over 260 participants at MER SAR,.

And I would also like to thank the students from North Carolina Wing who came and participated at MER SAR 2005.

David E. Crawford, Lt Col, CAP
Incident Commander, MER SAR 2005
Director of Emergency Services, North Carolina Wing



Chief Chef Capt. Tracie Langley

MER-SAR continued...



2Lt. Sam Brandt directs flightline crew on ramp walk



2Lt. Pete Bohler briefs ground team



Gippsland GA8 Airvan taxiing for takeoff



Scanners, Observers and Pilots training



Lt. Col. Hodgkin and Lt. Col. Ayres preflight GA8



Inside the Airvan, Lt. Col. Keith Hodgkin, PIC

Corporate Learning Course

What: Fayetteville Composite Squadron will host a Corporate Learning Course (CLC)

When: from 0830-1700 Saturday 3 DEC 05 and 0900-1500 Sunday 4 DEC 05

Where: Fort Bragg/Pope AFB Building #2-7703 Reilly Road

Who: All senior members who have completed Squadron Leadership School will have priority.

Why: The purpose of the Corporate Learning Course is to discuss the relationship the CAP squadron has with the next major echelon of command — the wing. Specifically, CLC discusses how wing-level operations help to accomplish CAP's three missions of aerospace education, emergency services, and cadet programs. It describes the working relationships wing staff officers have with each other, and their squadron level counterparts.

How: Apply on a CAPF 17 electronically to gordon_09112@yahoo.com or mail to Craig Richardson, 907 N. Glenwood Trl. Southern Pines, NC 28387.

Transportation: If you are driving to the course, seat belt use is mandatory on and off military installations. In addition, bring proof of vehicle ownership, proof of insurance, valid driver's license, allow your vehicle to be opened up to search, passengers over 18 must have some form of Photo ID, and your Civil Air Patrol Membership Card in order to gain access to Fort Bragg and Pope AFB. Weapons or Ammunitions are not permitted on the FT Bragg/Pope AFB military reservation, (leave them at home).

Lodging: Sleep Inn & Suites, Super 8, and several others motels are in the Spring Lake, NC area. Lodging on Pope AFB at the Air Force Inns, Carolina Inn is space-available only. This will require if available reservations to me no later than 21 NOV 05 followed by check or money order to me no later than 28 NOV 05 for \$26.75 a night for no longer than 3 nights. No exceptions or check in the mail excuses. Reservations are due to cancellations based on military mission requirements. I will be available to assist with check-in on 2 DEC 05 from 1400-1800. Those with a valid form of military identification can make their own reservations.

Physical Requirements: If you have special physical needs, please advise the CLC director immediately to assist you.

Additional details:

- Class size will be limited to the first 25 applicants that submit a CAPF 17.
- Members seeking opportunity to fulfill the SLS/CLC instructor requirement are encouraged to call or e-mail me for availability of classes.
- The course is free to attend but donations for drinks and snacks are requested which will be available during the course. We will meet as a class for the evening meal, 10-15 dollars are recommended for those who choose to eat, on 3 DEC 05 at the Pope Community Center (Pizza, Burgers, Sandwiches, Salads, etc are on the menu). All other cash is recommended for meals consumed at the North PX Food Court or off Post.
- Uniform: AF style Blues or CAP distinct with white aviator shirt. Short sleeve, no tie, awards as desired. (IAW CAPR 39-1, Civil Air Patrol Uniform Manual)
- All students are requested to enter Ft Bragg/ Pope AFB using the Randolph Street Access Control Point (ACP) via HWY 24/87/Bragg Blvd Spring Lake, NC
- Direction to the Fayetteville Composite Squadron Building from Randolph Street (ACP): Proceed on Randolph Street, turn right onto Souter Place that merges into 2nd Street, turn left on to Butner Road, Turn right onto Reilly Road, and make first right into Squadron Area before the Pope AFB Reilly Road Entrance/Visitor Center.

Contact info: POC is Capt. Craig Richardson of Fayetteville Composite Squadron (Director) (910) 528-2534 or gordon_09112@yahoo.com.

O-Flights continue

Another year of oflights is before us and per the Vice Commander we are good to fly. The actual budget numbers have not been released but whatever it is, you know NC Wing will spend it and go after more !

The monitoring of Oflights will tighten up, so listen up :

- 1) Fly the syllabus times.
- 2) Heed the ferry time rules if you must ferry aircraft. (attached Oride Ferry times)
- 3) File the CAPF108 , copy of the Oflight transaction and the original receipt to NC Wing HQ within 15 days of the oflight or risk **no reimbursement**.
- 4) CAPP 52-7 and CAPR 60-1 contain the rules for performing cadet oflights:
A Form 5 Opiot signoff means the pilot knows and will comply with these rules.

AE Bonus :

Check out the Wing Conference AE Seminar for a live presentation on the Cadet Oflight program!

Take a Cadet Flying !

Major Harkness
DAE



Glass cockpit...the dreaded blue screen. *This program has performed an illegal operation and will close.*

O-Flight Hall of Fame

Hall of Fame for September

1. Maj Jon Johnson flew 12 rides
2. 1st Lt Gary Lux flew 7 rides
2. Capt Sal Tripoli flew 7 rides
4. Maj Richard Augur flew 4 rides
4. SM Paul Parks flew 4 rides

Hall of Fame for October - FY 06

1. 1st Lt Quentin Mueller flew 8 rides
2. Capt Richard London flew 4 rides
3. 1st Lt Glenn Bailey flew 1 ride



Blackstone/Ft. Picket Tower

Overall TOP Five for FY 05 - You will have to wait to find out at the wing conference next weekend!

Congratulations!

Pam Landreth-Strug, Lt Col, CAP
NCWG Vice Commander

DDR Training in Group 3



Capt. Linda Eldredge, Coastal Base 21 discusses Drug Demand Reduction with students in New Bern



Left to right: Harley Duncan, Kayla Van Court, Cody Rossier, Brittany Washington, Library Assistant, Leanna Samuel, Red Cross Volunteer.

The Night Before Christmas - Aviation Style

Author Unknown

'Twas the night before Christmas, and out on the ramp, not an airplane was stirring, not even a Champ. The aircraft were fastened to tie downs with care, in hopes that – come morning – they all would be there. The fuel trucks were nestled, all snug in their spots, with gusts from two-forty at 39 knots. I slumped at the fuel desk, now finally caught up, and settled down comfortably, sipping a cup. When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter. A voice clearly heard over static and snow, called for clearance to land at the airport below. He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St. Nick." I ran to the panel to turn up the lights, the better to welcome this magical flight.

He called his position, no room for denial, "St. Nicholas One, tummin' left onto final." And what to my wondering eyes should appear, but a Rutan-built sleigh, with eight Rotax Reindeer! With vectors to final, down the glideslope he came, as he passed all the fixes, he called them by name: "Now Ringo! Now Tolga! Now Trini and Bacun! On Comet! On Cupid!" What pills was he takin'?

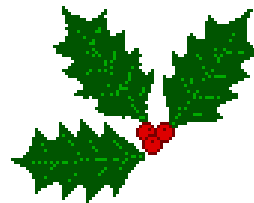
While controllers were sittin', and scratchin' their heads, they phoned to my office, and I heard it with dread, the message they left was both urgent and dour: "When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking, then I heard, "Left at Charlie," and "Taxi to parking." He slowed to a taxi, turned off of three-oh, and stopped on the ramp with a "Ho, ho-ho-ho..." He stepped out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks. His red helmet and goggles were covered with frost, and his beard was all blackened from Reindeer exhaust. His breath smelled like peppermint, gone slightly stale, and he puffed on a pipe, but he didn't inhale. His cheeks were all rosy and jiggled like jelly, his boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red, and he asked me to "fill it, with hundred low-lead." He came dashing in from the snow-covered pump, I knew he was anxious for drainin' the sump. I spoke not a word, but went straight to my work, and I filled up the sleigh, but I spilled like a jerk. He came out of the restroom, and sighed in relief, then he picked up a phone for a Flight Service brief. And I thought as he silently scribed in his log, these reindeer could land in an eighth-mile fog. He completed his pre-flight, from the front to the rear, then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk, he called up the tower for clearance and squawk. "Take taxiway Charlie, the southbound direction, turn right three-two-zero at pilot's discretion" He sped down the runway, the best of the best, "Your traffic's a Gruman, inbound from the west." Then I heard him proclaim, as he climbed thru the night, "Merry Christmas to all! I have traffic in sight."

Season's
Greetings



Cockpit Conversation

First Impression: GA8- Airvan

By: 1st LT Don Penven, NC-048

Those people who study such things tell us that we form an impression of people within the first few seconds of meeting them. The end result is that we both like the person, and sincerely want to listen to what he/she has to say, or we develop an immediate dislike.

In some of the basic interview techniques taught to law enforcement officers, the need to make a good first impression is thought to be paramount to achieving a successful outcome from the meeting. Some of the points stressed are the appearance, demeanor, attitude and candor of the officer. Let's face it: who is going to confess or admit wrongdoing to someone they immediately dislike?

Inanimate objects also create first impressions with us. We look at an object and it either appeals to us or we simply move on. My first impression of the Gippsland GA8 Airvan was such that I simply hadore about this airplane.

N608CP was tied down on the ramp at the Allen C. Perkinson/Blackstone Army Airfield (BAAF) near Blackstone, Virginia. It was a cool morning that had arrived with a light covering of dew, which sparkled in the rising sun. Aircrews were arriving, lugging bulky flight bags, and flight line classes with anxious but sleepy-eyed cadets were forming up. Students for the G1000 glass cockpit and GA8 Airvan training made their way into classrooms looking for that second cup of coffee.

Blackstone radio base was staffed, the air boss poured over his schedules, while the weatherman searched his computer for facts to pass along to the mission pilots now preparing for launch. This was the first full day of the Middle East Region Search and Rescue College for 2005.

In *appearance* (Step one in forming a first impression) the GA8 is a heavy duty, well constructed, clone of a Cessna Caravan that had been on the South Beach diet. Some even refer to it as the 182 Heavy. The door and door locks are anything but flimsy—a common trait of many general aviation aircraft, and major stress points throughout the airplane were reinforced. But my impression building wasn't satisfied until I took a peek into the cockpit. The control panel resembled a mini-airliner. It even has an overhead, ceiling-mounted switch and circuit breaker panel that intrudes into the available space. At this point I had to reserve the completion of forming a first impression until later, when I'd learn about the GA8's *demeanor* and *attitude*.

Thanks to the urging of my boss, Mission Information Officer, Capt. John Maxfield, NC-048, I was cleared to join one of the crews that would be making an orientation flight that afternoon.

Due to other pressing MIO duties, I missed the first flight of the day. The second sortie would have Lt. Col. Keith Hodgins, NC Wing, as PIC and Lt. Col. Ayres, MER ES Officer, as instructor. Two other aspiring GA8 pilots filled seats in row two. I was stationed next to the mission scanner's photo window in row four.

Just prior to takeoff the air boss gave us a mission: Fly to GPS coordinates that would take us just a few miles from the end of Runway 4 and look for a signal mirror from the ground team. We were to be on station from 1515 to 1530. We were; but the ground team wasn't quite ready, so we went off to do some air work. We did, however, see lots of shiny things down there.

Lt. Col. Ayres had the pilot climb to a safe altitude and then practice stalls, turns and unusual attitudes. The GA8 appears to be a sweet-handling airplane. Stalls were very apparent with a sharp break but recovery was quick and easy. The instructor did a series of Dutch rolls and, hands-off the controls, the Airbus just meandered back to straight and level flight. The airplane would probably spin if a pilot failed to remain alert, but our pilot had full control throughout the exercise.

After a little more than an hour we did touch and goes at Crewe International Airport. Landings seemed effortless for Lt. Col. Hodgins; he greased her on each time despite banging his head on the protruding ceiling-mounted switch panel. Because of his stature, he also had difficulty reading the switch designations but quickly memorized the important ones.

We changed pilots, and I apologize for the fact that I lost the note with his name and unit. We continued air work—more stalls, steep turns, etc. And no I didn't feel queasy even though I was in the far-distant rear seat where every movement seems exaggerated.

The sun had set from its berth in the cloudless skies and as elongated shadows blended into darkness, we landed a final time at BAAF.

Appearance was impressive, demeanor somewhat docile and attitude was well-behaved, requirements that had been met and my first impression was complete: I want to fly this airplane! As for candor, well if an aircraft had a voice it would have probably said, "Bring them on. I can handle whatever maneuvers they dish out."